

## MALHEUR CANYON NEXT

### indications are That Hill Intends to Invade This Territory

## AN EAST WEST LINE TO COOS BAY

### Survey Begins on Central Oregon & Pacific East From Brownsville--Promoters of New Corporation Assert They Have Financial Backing for Construction of Line Across State.

has been the impression ever since it was learned that Mr. Hill behind the Oregon Trunk he would not simply build one line and make some connection with the North Bank, especially with such opportunities the undeveloped section of Oregon presented. His operations indicate his intention to reach up north and south and west. Therefore the surveying from Brownsville as a trial to the Oregonian is not a surprise and more than likely a move.

H. Warner, one of the directors, and the promoter in charge of the field work for the Central Oregon & Pacific Railway recently incorporated, has engaged a crew of surveyors making the preliminary survey of the proposed new railroad eastward from Brownsville. The promoters say that construction work commence as soon as possible to arrange matters for work begin. It proposed to begin construction at Brownsville and to east as rapidly as possible.

Franklin T. Griffith, of Portland, attorney for the company, has recently that the proposed line to run from Albany to Coos Bay.

The three men named in the literature of the company are William T. Griffith, Dorsey B. Hill and C. H. Warner. Griffith has handled the railroad end of the Portland Railway, Light & Power Company's legal business for some years. Smith was formerly assistant general superintendent of the O. R. & N. Co. and is now general manager of the Open River Transportation Company, a company in close connection with a project for a road from Ontario to Coos Bay.

The promoters of the Central Oregon & Pacific will not say as to what is behind the proposed railroad but declare they have funds which to carry on the work. They hope to begin construction early this fall.

It is a fact known to many men that the most feasible across the Cascades from Oregon is what is known as the Calapooia pass. It is also well known that this has been thoroughly investigated and is now a subject for the thoughts of the men who are laying the foundations for future railroad-building in Oregon.

their energies? Perhaps they will begin a race to the moon in flying machines. Better that by far than a race to the billion-dollar mark.

Arctic exploration did not become purely idealistic until after the loss of Sir John Franklin. That great navigator closed the role of the earlier adventurers who tried to discover the Northwest Passage. He sailed from England in 1845 with two vessels, the Erebus and Terror, and neither Sir John himself nor any of his crew ever returned. The English-speaking world was deeply moved by the tragedy of his disappearance and one expedition after another was sent out in search of him. McClintock, who sailed in July, 1857, discovered the pathetic relics which told all we shall ever know of the death of Sir John Franklin and his men. The other expeditions were fruitless so far as that purpose went, but each one of them added a little to our knowledge of Arctic geography. They chartered the shores on either side of Baffin's Bay. They crept northward along the western coast of Greenland. After McClintock's voyage Franklin ceased to be the object of search and the exploration became openly idealistic. Who could go farther along that desolate route? Gradually a passage was worked out, a narrow strip of water between ice-encumbered shores leading almost due north. Smith Sound, Kane Basin, Kennedy Channel, Hall Basin, Robeson Channel and Lincoln Sea, mark the stages by which the glory seekers forged northward until they had left the Greenland coast behind and there seemed to be nothing but ice between them and the Pole. In 1902 Peary made his second brilliant dash far beyond his predecessors and barely missed reaching the 85th parallel of latitude.

European sailors, except the British, have usually preferred to seek the Pole by way of Nova Zembla or the Spitzbergen Islands, which run almost as far north as Greenland. The great difficulty of this route is the constant southern drift of the ice borne by the Arctic current. Ships are almost certain to be caught in the pack and inextricably held until they are crushed. In spite of that, however, Nansen in 1896 passed beyond the 86th parallel by this route, while in 1900 the adventurous Duke of the Abruzzi sent a party 33 miles farther still. When his men turned back they were 3 degrees 27 minutes from the Pole. This was less than 250 miles. Peary in 1906, upon his third voyage, pushed beyond the 87th parallel by the Greenland route, and now Cook, passing somewhat more to the west, has bridged the final gap of less than three degrees between Peary's farthest station and the Pole.—Oregonian.

### County Exhibits at State Fair.

Wallis Nash, one of the promoters of the Lincoln county fair now being held at Toledo, has written to the secretary of the Oregon State Fair requesting space for a large exhibit of that county's products at the coming fair, Salem, September 13-18, and hopes to make a showing that will create much interest from those who are unacquainted with the resources of that part of western Oregon. Mr. Nash has extensive farming interests at Nashville, that county, and has been devoting considerable time and money towards assisting in the development of the state and the Pacific Northwest. Columbia county will make a grand showing of agricultural products at the fair. E. H. Flagg, of St. Helens, having charge of the work of preparing the exhibit.

### County Court.

Report of Sidney Comegys, road master of district no. 2, showed he had a balance on hand from his July report of \$1143.62 and had received \$90 for poll tax. He had expended the sum of \$742.10, leaving on hand the sum of \$500.52. It further appearing that he would need \$1000 more to be used in his district before the next regular term, the county treasurer was ordered to turn that amount over to him.

Good vinegar for sale by T. E. Jenkins at the Brewery. Money back if not as represented.

## USE OF GYPSUM ON LAND

### Application to Soil Produces a Remarkable Improvement

## WILL USE MORE OF IT NEXT YEAR

### Bend Men Scatter a Small Amount Over a Field of Young Clover And Are Much Pleased With Results--Agricultural College Graduate Warns Against its too Liberal Application.

The Roberts Bros. have been experimenting with gypsum from the Bear Creek deposit in a small way on their ranch near Sisters and are very enthusiastic over the benefits to be derived from it says the Bend Bulletin. Farmers in that neighborhood are now planning to haul several tons of the gypsum for use on their lands.

Elwood Roberts, who was in Bend a few days ago, told of the results of their experimenting. He took a small quantity of the gypsum and ground it up as well as he could by hand. He then scattered it over some young clover that was up only a few inches, applying the gypsum on spots that were not doing as well as the greater part of the field. The beneficial results were noticed in a very short time, and wherever the gypsum was applied there the clover stands three times as high as where there was no such application. This has thoroughly convinced the Roberts Bros. of the benefits to be derived from the use of the gypsum and they intend to haul considerable quantities of it from Bear Creek. Other farmers in that section have noticed the results of the Roberts Bros' experiment and also plan to use the gypsum next season.

### A BICYCLE VAQUERO.

Last Tuesday morning Robert Grant's calf broke loose. All of the horses were gone, but William Grant was on the spot and mounting his bicycle, waving a four-horse whip as a warning, he started in pursuit.

Round 1: The calf dashed furiously round the barn and cleared a three-wire fence, while Bill was splitting the air with his wheel and gaining.

Round 2: The calf plunged down a steep incline and made for the lake with Bill in close pursuit, cracking his whip and the perspiration streaming down his face. John cried "Let it go! Let it go!" "I shall teach this calf a lesson," thundered Bill.

Round 3: Again the calf plunged down the bank thrusting his nose into the earth, while the rider was thrown from his bicycle with tremendous force. Bill arose instantly, grabbed the animal by the horns, staring him sternly in the eye, at the same time giving him some vigorous shakes. The calf was defeated and humbly walked back to the corral. Bill had won his laurels and was the hero of the day.

### GREAT RUSH TO THE WEST.

This week inaugurates the westward sweep of what is clearly expected to be the most stupendous invasion of colonists that has ever poured into the rich and waiting empire of the Pacific Northwest. The fall colonist season, with its extremely low rates, is the loadstone which will draw the myriads of prospective settlers hitherto from every section of the Middle West and East. The season will be shorter, but it has been a prosperous year in all parts of the country, and with the unprecedented volume of high-class publicity work which all commercial organizations and the transcontinental railroad systems have been doing in the past few months, all records should fall before the tide of Autumnal immigration.

is at all advised of the situation here, and in touch with the conditions in the East, will prophesy anywhere from 25 to 50 per cent greater volume of colonist travel this fall than in any similar period in history. As further evidence, if any were needed, nine out of every ten passenger traffic officials in the East who have been here in the past three months, declare that the number of inquiries from homeseekers are nearly twice as numerous as they ever have been, and this has been the reason the traffic men have come to the Northwest. They have been compelled by the mere trend of circumstances to get first-hand information about the widely exploited wealth and possibilities of the magnificent empire to which the eyes of the East are now turned with eager gaze.

The railroad companies have for the past week or two been gradually rounding up their equipment and preparing to assemble it at the numerous gateways to the Far West, at which the hosts of homeseekers will be mobilized and routed to their future destinations. This work will continue with increased animation from now on until the close of the lowrate colonist season, October 15, and the cry has already gone up that the transcontinental lines will suffer a serious shortage of passenger equipment and motive power, with a resultant heavy congestion of traffic.

Waverly Happenings.

Frank Davey and wife came through Saturday on their way to Burns. Mr. Davey says he has seen all of this county and part of Nevada. He enjoyed the trip very much.

Mr. Valensky has arrived and is residing on his claim.

D. A. Brakeman and son have been cutting hay for William Marsnall.

William Caperon visited at Haarstrichs Monday.

Robert Grant has been hauling lumber.

David Williams has been working for William Grant.

Mr. and Mrs. August Haarstrich have been visiting their daughter, Mrs. Jim Paul.

Mr. Maddux says his spring barley yielded 15 bushels to the acre. He considers that a good crop, considering the dry weather we have had.

William Davey visited at R. Grant's, Wednesday.

Fred Peters is plowing for D. A. Brakeman.

C. B. Smith has constructed a barn on his claim.

William Grant was at Harri-man Sunday.

D. A. Brakeman is constructing a store warehouse.

Few Irrigon people realize that we have prophet in our midst. But such is the case. We can't mention his name, because he expects to open a regular prophet parlor as soon as he recovers from a siege of typhoid, and some one might get ahead of him. His one strong point is on cows. If you want to know just when your cow will be fresh, go to the prophet and he will guarantee to tell you within three months or take no profit. We had him fix the date for our next drink of fresh milk, and he said right away without questioning the cow a bit, 10th of June, and sure enough, on the 1st of September, 10 days inside of his guarantee, she came in. He had typhoid at the time too, and it is a well known fact that no prophet can do his best work with typhoid germs in his system.—Irrigon Irrigator.

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